Responses-to-Comments

Item	Departmental Comments	Applicant's Responses
1.	**(Verbal) Comments from DPO (Contact Person: Mr. Ryan Kwok, Tel: 2231 4976**	
	1. Scheme Comparison (Annex 2a vs. Annex 2b) It is noted that specific facility/plant rooms shown in the undesirable scheme (Annex 2b) including the plant room, ventilation room, server room, equipment room, and emergency power equipment room, are missing from the proposed scheme (Annex 2a). To ensure an "apple-to-apple" comparison, It is requested that the applicant either: (i) Explain why the proposed scheme does not require these facility rooms, or (ii) Incorporate these equivalent facility rooms into the proposed scheme (Annex 2a).	To ensure an "apple-to-apple" comparison, the ventilation room, server room, equipment room and emergency power equipment room in the original Annex 2b were removed. The revised Annex 2b only contains the ancillary plant rooms that were included in the proposed scheme shown in Annex 2a.
	2. Planning Statement • Page 11, Para 4.2.3: Please clarify whether the 2/F terrace setback from the east is 2.7m or 1.7m (to align with Plan 5).	The northern part of the 2/F terrace setback is 1.7m and the southern part is 2.7m due to the difference in the alignment on the G/F. To avoid potential misunderstanding, the section plan on the original planning statement is replaced with the first and second floor plan instead. The whole set of drawing including the two section plans can be found in Annex 2a.
	3. Drawings • Please mark the height of the existing site fence wall on the plans. • If there are any structures within the Non-Building Area, please indicate them on the plans along with their respective heights. • Please include street names on all plans for easier reference and reading.	Noted. The height of the existing site fence wall and existing structures in Non-Building Area are marked in Annex 2a. Street names are also marked in Annex 2a, 2b, 3a and 3b.
	4. Annex 1 • Approved Similar Applications A/K18/276 and A/K18/282 are missing from the table. Please include them. • Item 6 (A/K18/307): Please rectify the address to 6 Devon Road, Kowloon Tong.	A/K18/276 and A/K18/282 are added in the revised Annex 1. The address of A/K18/307 is also corrected.

Item	Departmental Comments	Applicant's Responses
2.	**Comments from Transport Department (Contact Person: Mr. Simon LI, Tel: 2399 2512)**	
(a)	I have no adverse comment on the proposed vehicular access with clear width of 3.5m provided that it is located within the specified X-Z-Y points according to the lease;	Noted.
(b)	Though I have no adverse comment for the proposed 2 numbers of ancillary private car parking spaces, and 1 number of visitor private car parking space to be provided for the proposed development comprising one single family house with flat size > 160m^2, 1 number of loading/unloading bay for goods vehicles shall also be provided within the development. The proposed 1 visitor private car parking space for share use with van-type light goods vehicle loading/unloading bay is not acceptable;	On top of the original three number of private car parking spaces, one extra van-type light goods vehicle loading/unloading bay is added in the revised scheme shown in the revised Annex 2a, 2b, 3a and 3b, and the respective paragraphs in the Planning Statement.
(c)	I have no comment on the swept path analysis and the manoeuvring space for the car park area.	Noted
3.	**Comments from EMSD (Contact Person: Mr. Jeremy WONG, Tel: 3757 6231)**	
	We would like to take this opportunity to remind all parties concerned with planning, designing, organizing and supervising any activity near the underground cable under the mentioned document should approach the electricity supplier (i.e. CLP) for the requisition of latest cable plans to find out whether there is any underground cable within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation when carrying out works in the vicinity of the electricity supply lines (underground cable and overhead line). We have no particular comment on the document as far as electricity supply safety is concerned.	Noted. It will be reviewed by the consultant/work contractors at the detailed design stage.

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	For any query or further information on the above, please contact our Mr.HT CHEUNG, John, EME/PP/2 at Tel: 2808 3113.	
4.	**Comments from Transport Department (Contact Person: Mr. Simon LI, Tel: 2399 2512)**	
(a)	Loading / unloading space shall be for goods vehicle's use only, the applicant shall remove the wordings "private car" and "taxi" for L/UL space on the relevant drawing	Noted and revised.
(b)	I have no comment on the proposed location of vehicular access with clear width of 3.5m;	Noted.
(c)	I have no adverse comment on the proposed 2 nos. of ancillary private car parking spaces, 1 no. of visitor private car parking space and 1 no. of van-type light goods vehicle loading /unloading bay to be provided for the proposed development comprising one single family house with flat size >160m2;	Noted.

Comments from Public	Applicant's Responses
1. Comments from MTRC	
The Corporation has, in general, no objection to the captioned Section 16 application (Application No. A/K18/352) for proposed minor relaxation of building height restriction at 37 Cumberland Road in Kowloon Tong, Kowloon. As the proposed development is situated close to the MTR East Rail Line (EAL), noise from train operations could potentially impact future occupants. We note that the planning application seeks a minor relaxation of the building height restriction for the proposed house development. The proposed development comprises a single-family house with some habitable rooms above ground level having openable windows facing the EAL. We wish to caution that the proposed development is located in a noise-sensitive area which may be sensitive to airborne railway noise. Although a short vertical noise barrier has been installed along the railway, given the close proximity of approximately 40m between the proposed house development and the EAL, together with the potential direct line-of-sight from upper floors to the railway tracks, noise impacts could remain a concern for future occupants. We therefore recommend that the developer should conduct an Environmental Assessment Study, including a quantitative Railway Noise Impact Assessment (RNIA), to be reviewed and approved by the Environmental Protection Department (EPD), and implement any necessary noise mitigation measures at their own cost to ensure full compliance with statutory requirements. Should approval be granted to the Section 16 Planning Application, we respectfully urge the Town Planning Board to give due consideration to our concerns and impose appropriate development requirements through planning approval conditions.	The proposed development involves the redevelopment of a single dwelling house, with a minor relaxation of the building height to accommodate a basement floor for ancillary plant room use. The Site is zoned "Residential (Group C)1" in the OZP, for which 'House' development is a Column 1 use. We opted that an RNIA submission is not necessary as 'House' is permitted as-of-right under the OZP and the Site has previously been used for residential use.